

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report

39

Greene County
Town of Stanardsville

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
29	3.21	27000	G	From:	Albemarle County Line				F	0.087	F	0.622	28000	G	2003	
				To:												
29	3.68	15000	G	From:	US 33 Ruckersville				F	0.084	F	0.569	14000	G	2003	
				To:	Madison County Line											
33	Spotswood Trail	4.38	4600	G	From:	Rockingham County Line				C	0.092	F	0.531	4600	G	2003
					To:	39-638 Turkey Ridge Rd										
33	Spotswood Trail	3.00	5000	G	From:	89% 2% 3% 1% 5% 0%				F	0.091	F	0.523	5000	G	2003
					To:	BUS US 33 Spottwood Trail										
33	Standardsville Bypass	2.09	3000	M	From:	BUS US 33				M	NA		4000	M	2003	
					To:	Preliminary traffic estimate pending actual count on new road segment										
33	Spotswood Trail	0.50	5200	G	From:	BUS US 33 Spottwood Trail				C	0.084	F	0.562	5200	G	2003
					To:											
33	Spotswood Trail	2.15	14000	G	From:	39-609				F	0.09	F	0.606	14000	G	2003
					To:											
33	Spotswood Trail	2.09	18000	G	From:	39-633				F	0.097	F	0.610	18000	G	2003
					To:											
33	Spotswood Trail	2.24	6000	G	From:	US 29 Seminole Trail				F	0.083	F	0.540	6000	G	2003
					To:	Orange County Line										
Bus 33	Spotswood Trail	0.75	2800	G	From:	US 33				C	0.105	F		2800	G	2003
					To:	WCL Stanardsville										
Town of Stanardsville																
Bus 33	Spotswood Trail	0.35	2800	N	From:	WCL Stanardsville				N	0.105	N		2800	N	2003
					To:											
Bus 33	Spotswood Trail	0.11	4900	G	From:	SR 230				F	0.083	F		4900	G	2003
					To:	ECL Stanardsville										
Greene County																
Bus 33	Spotswood Trail	1.31	4900	N	From:	ECL Stanardsville				N	0.083	N		4900	N	2003
					To:	US 33; 39-623										
48	Skyline Drive	2.08	1600	M	From:	Rockingham County Line					NA		NA		2003	
					To:											
48	Skyline Drive	1.33	1600	M	From:	Rockingham County Line					NA		NA		2003	
					To:											
48	Skyline Drive	1.01	1600	M	From:	Rockingham County Line					NA		NA		2003	
					To:											
48	Skyline Drive	1.33	2700	M	From:	Rockingham County Line					NA		NA		2003	
					To:											
Town of Stanardsville																
230		0.50	4300	G	From:	US 33				F	0.096	F	0.550	4300	G	2003
					To:	NCL Stanardsville										
Greene County																
230		2.91	4300	N	From:	NCL Stanardsville				N	0.096	N	0.550	4300	N	2003
					To:	Madison County Line										
600		0.10	230	R	From:	39-607					NA		NA		10/03/2002	
					To:	39-659										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
600	0.45	150	R	From:	Dead End						NA			NA		10/03/2002
				To:	US 29											
601	0.90	90	R	From:	Albemarle County Line						NA			NA		10/28/2002
				To:	39-628											
602	1.20	90	R	From:	39-603						NA			NA		10/07/2002
				To:	Dead End											
603	1.00	320	R	From:	Albemarle County Line						NA			NA		10/07/2002
				To:	39-648											
603	1.00	270	R	From:							NA			NA		10/10/2002
603	0.70	110	R	From:	39-612						NA			NA		10/10/2002
				To:	39-633											
604	1.38	1100	G	96%	1%	2%	0%	1%	0%	F	0.127	F	0.801	1100	G	2003
				From:	39-651 NORTH											
604	0.65	1100	G	96%	1%	2%	0%	1%	0%	F	0.123	F	0.721	1100	G	2003
604	3.15	920	G	96%	1%	2%	0%	1%	0%	F	0.121	F	0.571	920	G	2003
				From:	39-648											
604	0.60	1000	G	96%	1%	2%	0%	1%	0%	C	0.12	F	0.637	1000	G	2003
				From:	39-674											
605	0.21	220	R	From:	Albemarle County Line						NA			NA		10/07/2002
				To:	39-604											
606	0.20	950	R	From:	Albemarle County Line						NA			NA		1999
				To:	39-1112											
606	1.00	1400	R	From:							NA			NA		1999
				To:	39-607											
607	0.39	3300	G	From:	39-644; 39-743						0.098	F	0.626	3300	G	2003
				To:	39-1150											
607	0.31	3700	G	From:							0.097	F	0.593	3700	G	2003
607	0.70	4700	G	96%	1%	2%	0%	0%	0%	F	0.087	F	0.584	4700	G	2003
				From:	39-606											
607	0.17	9400	G	96%	1%	2%	0%	0%	0%	F	0.108	F	0.585	9300	G	2003
				From:	US 29											
607	1.08	4400	G	96%	1%	2%	0%	0%	0%	C	0.103	F	0.618	4400	G	2003
				From:	39-670											
607	0.25	3700	G	96%	1%	2%	0%	0%	0%	F	0.1	F	0.6	3700	G	2003
				From:	39-661											
607	0.63	3500	G	96%	1%	2%	0%	0%	0%	F	0.099	F	0.610	3500	G	2003
				From:	39-616											
608	0.46	820	R	From:	Orange County Line						NA			NA		10/31/2002
				To:	39-633											
609	0.55	820	R	From:	US 33						NA			NA		10/31/2002
				To:	US 33; FR-981											
609				From:	39-672											
				To:												

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Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greene County																	
(609)	1.80	430	R	From:	39-672						NA			NA		10/31/2002	
(609)	1.65	720	R	To:	39-619						NA			NA		10/31/2002	
(609)	3.15	630	G	From:	95%	1%	3%	0%	1%	0%	C	0.108	F	0.616	630	G	2003
				To:	Orange County Line												
(610)	0.80	1400	R	From:	US 33						NA			NA		10/03/2002	
(610)	2.95	440	R	To:	39-618						NA			NA		10/03/2002	
(610)	1.00	340	R	From:	39-657						NA			NA		10/03/2002	
				To:	39-609												
(611)	0.22	10	R	From:	39-667 WEST						NA			NA		10/31/2002	
				To:	39-667 EAST												
(612)	1.44	190	R	From:	39-810						NA			NA		10/10/2002	
				To:	39-603												
(613)	0.01	270	R	From:	39-667						NA			NA		10/31/2002	
				To:	Madison County Line												
(614)	1.10	10	R	From:	39-628						NA			NA		10/28/2002	
(614)	2.10	10	R	To:	39-632						NA			NA		10/28/2002	
				To:	39-627												
(615)	1.93	490	R	From:	39-627						NA			NA		10/10/2002	
				To:	39-810												
(616)	1.51	680	R	From:	39-607						NA			NA		10/03/2002	
(616)	0.20	1300	R	To:	39-678						NA			NA		10/03/2002	
				To:	US 29												
(617)	1.50	500	R	From:	39-743						NA			NA		10/07/2002	
(617)	2.00	310	R	To:	1.50 MN 39-743						NA			NA		1999	
				To:	39-633												
(618)	0.34	280	R	From:	39-610						NA			NA		1999	
(618)	0.46	100	R	To:	0.34 ME 39-610						NA			NA		1999	
				To:	Orange County Line												
(619)	3.90	270	R	From:	39-609						NA			NA		10/31/2002	
(619)	0.40	560	R	To:	39-655						NA			NA		10/31/2002	
				To:	SR 230												
(620)	0.25	200	R	From:	39-810						NA			NA		1994	
				To:	US 33												

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Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greene County																	
(621)	0.55	210	R	From:	Dead End						NA			NA		10/28/2002	
(621)	0.25	140	R	To: From:	0.55 MN Dead End						NA			NA		1999	
(621)	0.80	330	R	To: From:	39-673						NA			NA		1999	
(621)	2.00	610	G	To: From:	93%	1%	2%	2%	2%	0%	C	0.096	F	0.797	610	G	2003
				To:	39-637												
(622)	0.70	1300	G	From:	39-624						F	0.105	F	0.681	1300	G	2003
(622)	1.37	2200	G	To: From:	98%	1%	1%	0%	0%	0%	C	0.11	F	0.79	2200	G	2003
(622)	0.09	2800	G	To: From:	98%	1%	1%	0%	0%	0%	F	0.102	F	0.565	2800	G	2003
				To:	US 33												
(623)	0.10	1100	G	From:	39-633						F	0.102	F	0.509	1100	G	2003
(623)	2.60	1600	G	To: From:	96%	1%	2%	0%	0%	0%	C	0.095	F	0.594	1600	G	2003
(623)	0.20	2600	G	To: From:	96%	1%	2%	0%	0%	0%	F	0.088	F	0.621	2600	G	2003
				To:	US 33												
(624)	0.55	310	R	From:	39-623						NA			NA		10/07/2002	
(624)	1.15	270	R	To: From:	0.55 MN 39-623						NA			NA		10/10/2002	
(624)	0.33	1200	G	To: From:	96%	1%	1%	1%	1%	0%	C	0.099	F	0.561	1200	G	2003
(624)	1.23	250	R	To: From:	39-604						NA			NA		10/10/2002	
(624)	0.97	180	R	To: From:	39-646 EAST						NA			NA		10/28/2002	
				To:	39-810												
(625)	Goose Pond Rd	0.01	380	R	From:	US 33 Spottswood Trail						NA			NA		10/28/2002
(625)	Goose Pond Rd	0.20	240	R	To: From:	39-636						NA			NA		10/28/2002
				To:	Shen Natl Park Bndy												
(626)		4.11	70	R	From:	Shen Natl Park Bndy						NA			NA		10/28/2002
(626)		1.21	340	R	To: From:	4.11 ME of Bndy						NA			NA		10/28/2002
(626)		0.10	410	R	To: From:	39-630						NA			NA		10/28/2002
				To:	39-810												
(627)		0.28	40	R	From:	Shen Natl Park Bndy						NA			NA		10/28/2002
(627)		1.31	290	R	To: From:	0.29 ME of Bndy						NA			NA		10/28/2002
(627)		2.00	430	G	To: From:	98%	1%	0%	0%	0%	F	0.095	F	0.627	430	G	2003
				To:	39-615												

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(627)	1.80	410	G	From:	39-615				C	0.100	F	0.727	410	G	2003	
				To:	39-810											
(628)	0.50	20	R	From:	Shen Natl Park Bndy					NA			NA		10/28/2002	
				To:	39-676											
(628)	2.40	60	R	From:						NA			NA		10/28/2002	
				To:	39-601											
(628)	1.20	150	R	From:						NA			NA		10/28/2002	
				To:	39-614											
(628)	0.90	170	R	From:						NA			NA		10/28/2002	
				To:	Albemarle County Line											
(629)	0.64	850	R	From:	39-743					NA			NA		10/07/2002	
				To:	0.64 MN 39-743											
(629)	2.29	120	R	From:						NA			NA		10/07/2002	
				To:	2.93 MN 39-743											
(629)	0.38	290	R	From:						NA			NA		10/07/2002	
				To:	39-658 SOUTH											
(629)	0.62	600	R	From:						NA			NA		10/07/2002	
				To:	39-633											
(630)	0.01	70	R	From:	39-810					NA			NA		1999	
				To:	0.01 MW 39-810											
(630)	0.91	70	R	From:						NA			NA		1999	
				To:	39-631 WEST											
(630)	1.40	60	R	From:	39-631 EAST					NA			NA		10/28/2002	
				To:	39-626											
(631)	1.50	170	R	From:	Dead End					NA			NA		10/28/2002	
				To:	39-630 WEST											
(631)	0.42	230	R	From:						NA			NA		10/28/2002	
				To:	39-810											
(632)	1.40	20	R	From:	39-614					NA			NA		10/28/2002	
				To:	39-676											
(632)	2.30	60	R	From:						NA			NA		10/28/2002	
				To:	39-627											
(633)	1.10	400	G	From:	39-810				F	0.124	F	0.587	400	G	2003	
				To:	39-603											
(633)	1.60	760	G	From:	98% 0% 1% 0% 0%				F	0.1	F	0.571	770	G	2003	
				To:	39-604											
(633)	1.60	910	G	From:	98% 0% 1% 0% 0%				F	0.112	F	0.577	920	G	2003	
				To:	39-641											
(633)	0.20	1000	G	From:	98% 0% 1% 0% 0%				F	0.102	F	0.572	1000	G	2003	
				To:	39-623											
(633)	1.67	2300	G	From:	98% 0% 1% 0% 0%				C	0.105	F	0.575	2300	G	2003	
				To:	39-629											
(633)	0.93	3500	G	From:	98% 0% 1% 0% 0%				F	0.108	F	0.621	3500	G	2003	
				To:	39-617											
(633)	0.64	3900	G	From:	98% 0% 1% 1% 0% 0%				C	0.107	F	0.611	3900	G	2003	
				To:	US 33											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greene County																	
633	0.31	1400	R	From	US 33						NA			NA		10/31/2002	
				To	39-608												
633	0.55	590	R	From							NA			NA		10/31/2002	
				To	39-640												
633	2.30	300	R	From							NA			NA		10/31/2002	
				To	US 29												
634	1.56	140	R	From	39-810						NA			NA		10/28/2002	
				To	39-635												
634	1.72	70	R	From							NA			NA		10/28/2002	
				To	1.72 MS 39-635												
634	0.06	100	R	From	1.78 MS 39-635						NA			NA		1999	
				To													
634	0.17	150	R	From	1.95 MS 39-635						NA			NA		1999	
				To													
634	0.05	100	R	From	US 33						NA			NA		10/28/2002	
				To													
634	0.40	40	R	From	39-639						NA			NA		10/28/2002	
				To	39-638												
634	2.30	20	R	From	Dead End						NA			NA		10/28/2002	
				To	39-634												
635	1.20	50	R	From	Shen Natl Park Bndy						NA			NA		10/28/2002	
				To	0.80 MN of Bndy												
636	0.80	5	R	From							NA			NA		10/28/2002	
				To	39-625												
636	0.40	140	R	From	SR 230						NA			NA		10/28/2002	
				To	39-1001												
637	0.30	610	R	From	0.10 MN 39-1001						NA			NA		10/28/2002	
				To	39-621												
637	1.50	740	G	95%	1%	2%	1%	1%	0%	C	0.098	F	0.838	740	G	2003	
				From	39-647						NA			NA		10/31/2002	
637	0.80	690	R	From	39-642 SOUTH												
				To	39-642 NORTH												
637	2.60	80	R	From	Dead End						NA			NA		10/31/2002	
				To	US 33 Spottswood Trail												
638	Turkey Ridge Rd	2.40	60	R	From							NA			NA		10/28/2002
					To	39-634											
638		0.20	160	R	From	39-637 WEST						NA			NA		10/28/2002
					To	39-637 EAST											
638		2.10	40	R	From							NA			NA		10/31/2002
					To	39-667											

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
639	1.00	20	R	From:	39-634						NA			NA		10/28/2002
				To:	Shen Natl Park Bndy											
640	0.89	200	R	From:	39-633						NA			NA		10/31/2002
				To:	0.89 MN 39-633											
640	0.31	50	R	From:							NA			NA		10/31/2002
				To:	Dead End											
641	0.50	45	R	From:	Dead End						NA			NA		10/07/2002
				To:	39-633											
642	1.40	80	R	From:	Dead End						NA			NA		10/31/2002
				To:	39-643											
642	0.70	170	R	From:							NA			NA		10/31/2002
				To:	39-637 SOUTH											
642	2.20	60	R	From:	39-637 NORTH						NA			NA		10/31/2002
				To:	39-667											
643	1.10	50	R	From:	39-642						NA			NA		10/31/2002
				To:	Dead End											
644	1.00	260	R	From:	Dead End						NA			NA		10/07/2002
				To:	39-607											
645	0.04	300	R	From:	Dead End						NA			NA		10/03/2002
				To:	US 33 WEST											
645	3.00	580	R	From:	US 33 EAST						NA			NA		10/03/2002
				To:	US 29											
646	1.40	20	R	From:	39-810						NA			NA		10/28/2002
				To:	39-624 WEST											
646	1.00	300	R	From:	39-624 EAST						NA			NA		10/28/2002
				To:	US 33											
647	0.05	230	R	From:	Dead End						NA			NA		10/28/2002
				To:	0.05 ME Dead End											
647	0.20	250	R	From:							NA			NA		10/28/2002
				To:	39-637											
648	1.80	360	R	From:	39-603						NA			NA		10/07/2002
				To:	39-604											
Town of Stanardsville																
649	0.15	670	G	97%	1%	1%	2%	0%	0%	C	0.104	F	0.589	670	G	2003
				To:	39-1002											
649	0.05	670	G	97%	1%	1%	2%	0%	0%	F	0.128	F	0.516	680	G	2003
				To:	US 33											
Greene County																
650	0.75	30	R	From:	Dead End						NA			NA		10/10/2002
				To:	39-656											
650	0.05	90	R	From:							NA			NA		10/10/2002
				To:	39-810											

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
650	0.90	70	R	From:	39-810						NA			NA		10/10/2002
				To:	39-615											
651	0.23	20	R	From:	39-604 SOUTH						NA			NA		10/07/2002
				To:	39-604 NORTH											
652	0.19	350	R	From:	Dead End						NA			NA		10/31/2002
				To:	US 33											
653	0.47	480	R	From:	Cul-de-Sac						NA			NA		1999
				To:	US 33											
654	0.32	260	R	From:	Dead End						NA			NA		10/10/2002
				To:	39-623											
655	0.21	90	R	From:	Dead End						NA			NA		1999
				To:	39-619											
656	0.19	40	R	From:	39-650						NA			NA		1999
				To:	Dead End											
657	0.60	210	R	From:	Orange County Line						NA			NA		10/03/2002
				To:	39-610											
658	0.44	20	R	From:	39-629 SOUTH						NA			NA		1999
				To:	39-629 NORTH											
659	0.19	140	R	From:	39-600						NA			NA		1999
				To:	Cul-de-Sac											
660	0.28	250	R	From:	39-607						NA			NA		1999
				To:	39-661											
661	0.12	70	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-660											
661	0.26	110	R	From:	39-607						NA			NA		1999
				To:	39-607											
667	3.94	780	R	From:	SR 230						NA			NA		10/31/2002
				To:	39-642											
667	1.91	450	R	From:	56-675						NA			NA		10/31/2002
				To:	Madison County Line											
Madison County																
667	1.73	30	R	From:	Madison County Line						NA			NA		10/31/2002
				To:	Dead End											
Greene County																
668	0.20	50	R	From:	US 33						NA			NA		10/31/2002
				To:	Dead End											
669	0.11	10	R	From:	Dead End						NA			NA		10/10/2002
				To:	02-810											

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(670)	1.24	1700	R	From:	39-607					NA		NA	1999			
				To:	39-1130											
(670)	1.16	800	R	From:						NA		NA	1999			
				To:	Orange County Line											
(671)	0.05	80	R	From:	Dead End					NA		NA	1999			
				To:	39-685											
(671)	0.55	220	R	From:						NA		NA	1999			
				To:	39-743											
(672)	0.95	180	R	From:	39-609					NA		NA	10/31/2002			
				To:	Dead End											
(673)	0.31	90	R	From:	39-621					NA		NA	10/28/2002			
				To:	Dead End											
(674)	1.95	220	R	From:	Dead End					NA		NA	10/10/2002			
				To:	39-604											
(675)	0.50	40	R	From:	39-622					NA		NA	10/10/2002			
				To:	Dead End											
(676)	0.30	40	R	From:	39-628					NA		NA	10/28/2002			
				To:	0.30 ME 39-628											
(676)	1.90	40	R	From:						NA		NA	10/28/2002			
				To:	39-632											
(677)	0.18	280	R	From:	US 33 WEST					NA		NA	10/10/2002			
				To:	39-1010											
(677)	0.16	340	R	From:						NA		NA	10/10/2002			
				To:	US 33 EAST											
(678)	0.15	120	R	From:	39-616					NA		NA	1999			
				To:	Cul-de-Sac											
(680)	0.11	90	R	From:	US 33					NA		NA	1999			
				To:	Cul-de-Sac											
(685)	0.11	40	R	From:	Dead End					NA		NA	1999			
				To:	39-671											
(690)	0.22	60	R	From:	US 33; 39-1103					NA		NA	10/10/2002			
				To:	Cul-de-Sac											
(691)	0.11	20	R	From:	Cul-de-Sac					NA		NA	10/10/2002			
				To:	39-690											
(743)	1.00	930	R	From:	Albemarle County Line					NA		NA	10/07/2002			
				To:	39-629											
(743)	1.12	1900	R	From:						NA		NA	10/07/2002			
				To:	39-617											
(743)	0.50	2500	R	From:						NA		NA	10/07/2002			
				To:	39-607; 39-644											

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						2Axle	3+Axle	1Trail	2Trail										
Greene County																			
(743)	0.85	1900	G	From: 39-607; 39-644	96%	1%	2%	1%	1%	0%	F	0.103	F	0.661	1900	G	2003		
(743)	1.21	1700	G	From: 39-671	96%	1%	2%	1%	1%	0%	C	0.102	F	0.568	1700	G	2003		
				To: US 33															
(810)	3.36	1100	G	From: Albermarle County Line	96%	1%	1%	1%	1%	0%	F	0.096	F	0.592	1100	G	2003		
(810)	2.19	1300	G	From: 39-633	96%	1%	1%	1%	1%	0%	C	0.106	F	0.716	1300	G	2003		
(810)	2.44	1800	G	From: 39-626	96%	1%	2%	1%	1%	0%	C	0.104	F	0.759	1800	G	2003		
				To: US 33 Spotswood Trail															
Town of Stanardsville																			
(1001)	0.09	660	R	From: 39-649													NA	NA	10/10/2002
(1001)	0.47	1500	R	From: US 33													NA	NA	10/10/2002
				To: NCL Stanardsville															
Greene County																			
(1001)	0.91	570	R	From: NCL Stanardsville													NA	NA	10/10/2002
				To: 39-637															
Town of Stanardsville																			
(1002)	0.04	290	R	From: 39-1001													NA	NA	10/10/2002
				To: 39-649															
(1003)	0.17	320	R	From: Dead End													NA	NA	1999
				To: US 33															
Greene County																			
(1004)	0.07	60	R	From: Dead End													NA	NA	1999
				To: ECL Stanardsville															
Town of Stanardsville																			
(1004)	0.10	120	R	From: ECL Stanardsville													NA	NA	1999
				To: SR 230															
(1005)	0.09	70	R	From: SR 230													NA	NA	10/10/2002
				To: ECL Stanardsville															
Greene County																			
(1005)	0.17	40	R	From: ECL Stanardsville													NA	NA	10/10/2002
				To: Dead End															
(1006)	0.19	80	R	From: US 33													NA	NA	1999
				To: Dead End															
(1007)	0.10	450	R	From: 39-633													NA	NA	1999
(1007)	0.10	70	R	From: 39-1008													NA	NA	1999
(1007)	0.07	48	R	From: 39-1009													NA	NA	1999
				To: Cul-de-Sac															
(1008)	0.16	90	R	From: Cul-de-Sac													NA	NA	1999
				To: 39-1007															

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
1009	0.06	60	R	From:	39-1007					NA			NA			1999
				To:	39-633											
1010	0.13	100	R	From:	Cul-de-Sac					NA			NA			1999
				To:	39-1011											
1010	0.12	490	R	From:	39-677					NA			NA			1999
				To:	Cul-de-Sac											
1011	0.06	40	R	From:	39-1010					NA			NA			1999
				To:	39-633											
1014	0.13	120	R	From:	Cul-de-Sac					NA			NA			10/31/2002
				To:	Shadow of:737141/											
1018	0.69	NA		From:	39-00619(B)/					NA			NA			
				To:	Cul-de-Sac											
1019	0.15	60	R	From:	FR-981					NA			NA			10/10/2002
				To:	39-1021											
1020	0.23	1000	R	From:	US 29					NA			NA			10/03/2002
				To:	39-1020											
1021	0.57	960	R	From:	Cul-de-Sac					NA			NA			10/03/2002
				To:	39-1023											
1021	0.20	700	R	From:	39-1025					NA			NA			10/03/2002
				To:	39-1021											
1022	0.07	48	R	From:	Cul-de-Sac					NA			NA			10/03/2002
				To:	Cul-de-Sac											
1023	0.18	120	R	From:	39-1021					NA			NA			10/03/2002
				To:	Cul-de-Sac											
1024	0.32	230	R	From:	39-1021					NA			NA			10/03/2002
				To:	39-01021(B)/											
1024	0.17	NA		From:	Cul-de-Sac/					NA			NA			
				To:	Cul-de-Sac											
1025	0.42	260	R	From:	Cul-de-Sac					NA			NA			10/03/2002
				To:	Cul-de-Sac/											
1026	0.14	NA		From:	39-01024(B)/					NA			NA			
				To:	Cul-de-Sac/											
1029	0.15	NA		From:	39-00607(B)/					NA			NA			
				To:	39-629 SOUTH											
1030	0.98	80	R	From:	39-629 NORTH					NA			NA			1999
				To:	39-608											
1101	0.16	170	R	From:	39-1102					NA			NA			1999
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
1102	0.14	110	R	From:	39-1101						NA			NA		1999
				To:	Cul-de-Sac											
1103	0.39	640	R	From:	Cul-de-Sac						NA			NA		1999
				To:	US 33											
1105	0.62	470	R	From:	US 33						NA			NA		1999
				To:	Cul-de-Sac											
1106	0.20	830	R	From:	US 33						NA			NA		10/31/2002
				To:	Cul-de-Sac											
1110	0.11	450	R	From:	39-606						NA			NA		1999
				To:	39-1111 SOUTH											
1110	0.21	300	R	From:							NA			NA		1999
1110	0.04	210	R	From:	39-1114						NA			NA		1999
				To:	39-1111 NORTH											
1110	0.06	250	R	From:							NA			NA		1999
1110	0.03	210	R	From:	39-1113						NA			NA		1999
				To:	39-1116											
1110	0.10	120	R	From:							NA			NA		1999
1111	0.09	80	R	From:	39-1110 SOUTH						NA			NA		1999
				To:	39-1112											
1111	0.10	250	R	From:							NA			NA		1999
1111	0.07	160	R	From:	39-1117						NA			NA		1999
				To:	39-1115											
1111	0.10	110	R	From:							NA			NA		1999
1112	0.07	290	R	From:	39-1111						NA			NA		1999
				To:	39-606											
1113	0.06	40	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1110											
1114	0.03	30	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1110											
1115	0.08	70	R	From:	39-1111						NA			NA		1999
				To:	Cul-de-Sac											
1116	0.08	60	R	From:	39-1110						NA			NA		1999
				To:	Cul-de-Sac											
1117	0.05	40	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1111											
1120	0.11	670	R	From:	US 29						NA			NA		1999
				To:	Commercial Park Lot											

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
1120	0.21	330	R	From:	Commercial Park Lot						NA			NA		1999
				To:	39-1121											
1121	0.23	170	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1120											
1125	0.09	160	R	From:	39-616						NA			NA		1999
				To:	39-1126											
1125	0.12	130	R	From:							NA			NA		1999
				To:	Cul-de-Sac											
1126	0.09	60	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1125											
1130	0.03	20	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1131											
1130	0.15	130	R	From:							NA			NA		1999
				To:	39-670											
1131	0.08	20	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1130											
1131	0.12	60	R	From:							NA			NA		1999
				To:	39-1132											
1132	0.09	20	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1131											
1133	0.38	300	R	From:	Cul-de-Sac						NA			NA		10/03/2002
				To:	39-670											
1134	0.09	50	R	From:	Cul-de-Sac						NA			NA		10/03/2002
				To:	39-1133											
1135	0.21	70	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-670											
1136	0.10	NA		From:	39-01160(B)/						NA			NA		
				To:	39-01135(R)/											
1139	0.13	NA		From:	Cul-de-Sac						NA			NA		
				To:	39-607											
1140	0.51	610	R	From:	Cul-de-Sac						NA			NA		10/07/2002
				To:	39-606											
1141	0.12	80	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1140											
1142	0.11	60	R	From:	Cul-de-Sac						NA			NA		1999
				To:	39-1140											
1143	0.13	NA		From:	39-01147(B)/						NA			NA		
				To:	39-01140(B)/											

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(1144)	0.50	370	R	From:	39-606				NA	NA	10/07/2002					
				To:	Dead End											
(1145)	0.36	390	R	From:	39-606				NA	NA	10/07/2002					
				To:	39-1146											
(1146)	0.27	220	R	From:	Cul-de-Sac				NA	NA	10/07/2002					
				To:	Cul-de-Sac											
(1147)	0.22	NA		From:	Cul-de-Sac/				NA	NA						
			To:	Cul-de-Sac/												
(1150)	0.14	360	R	From:	39-607				NA	NA	10/07/2002					
(1150)	0.09	30	R	From:	39-1151				NA	NA	1999					
				To:	Cul-de-Sac											
(1151)	0.10	100	R	From:	Cul-de-Sac				NA	NA	10/07/2002					
				To:	39-1150											
(1152)	0.20	160	R	From:	39-1150				NA	NA	1999					
				To:	Cul-de-Sac											
(1155)	1.25	NA		From:	39-743				NA	NA						
			To:	Cul-de-Sac												
(1156)	0.15	NA		From:	39-1155				NA	NA						
			To:	Cul-de-Sac												
(1160)	0.08	NA		From:	39-670				NA	NA						
			To:	39-1161												
(1160)	0.88	NA		From:	39-01161(B)/				NA	NA						
			To:	Dead End/												
(1161)	0.29	NA		From:	39-1162				NA	NA						
			To:	Pine Tree Drive												
(1162)	0.13	NA		From:	Cul-de-Sac				NA	NA						
			To:	Cul-de-Sac												
(1163)	0.07	NA		From:	39-1161				NA	NA						
			To:	Cul-de-Sac												
(1164)	0.08	NA		From:	39-01160(B)/				NA	NA						
			To:	Cul-de-Sac/												
(1165)	0.09	NA		From:	Cul-de-Sac/				NA	NA						
			To:	39-01160(B)/												
(1166)	0.18	NA		From:	39-01160(B)/				NA	NA						
			To:	39-01160(B)/N RT 1166												
(1167)	0.37	NA		From:	39-00670(B)/				NA	NA						
			To:	Dead End/												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Greene County																
1168	0.07	NA		From:	39-01167(B)/						NA			NA		
				To:	Dead End/											
1169	0.09	NA		From:	39-01167(B)/						NA			NA		
				To:	Dead End/											
1170	0.32	NA		From:	Dead End/						NA			NA		
				To:	Dead End/											
1171	0.21	NA		From:	39-01167(B)/						NA			NA		
				To:	Dead End/											
9177	0.19	930	R	From:	US 33						NA			NA		1999
				To:	WM Monroe HS											
9177	0.10	2200	R	From:	US 33						NA			NA		1999
				To:	0.10 ME US 33											
9177	0.13	1800	R	From:							NA			NA		1999
				To:	0.23 ME US 33											
9177	0.06	1000	R	From:							NA			NA		1999
				To:	39-622											
9177	0.16	2900	R	From:							NA			NA		10/10/2002
				To:	Green County Pri Sch											
9692	0.08	170	R	From:	US 33						NA			NA		10/31/2002
				To:	Green County Tech Ctr											